## PAPERS TAKEN FROM HIS PERSON.

Cabluct, Release Federal Prisons and Burn the City.

In the following letter, which was printed in the Philadelphia Weekly Times September 17, 1887, Captain James Pollard, who recently died at Lee Camp Soldlers' Home, of which he was adjutant, gave an interesting account of the killing of Colonel Dahlgrer, and the breaking up of his famous raid:

In l'ebruary, 1864, several of the cavalry regiments of the Army of Northern Virginia were temporarily disbanded and sent to their homes to recruit their horses. The Ninth Virginia Cavalry, to which my company belonged, was ordered to protect the transportation of supplies from the Northern Neck of Virginia, which was very much interrupted at that time by the enemy's gunboats on the Rappahannock, Mattaponi, and Pamunkey Besides they would frequently land parties from the gunboats and make neursions into the country to plunder. Colonel R. L. T. Beale, commanding the Ninth Virginia Cavalry, fixed his head-quarters in Essex county, near Boul-yare's wharf, on the Rappahannock river, and ordered me to establish a picket line across the county of King William from the Mattaponi to the Pamunkey

rivers.
I moved over into King William county I moved over into King William county and quartered my men in the court-house, being a convenient point to both rivers, and established a picket post at West Point, the head of the York and junction of the two rivers, the distance by water to my camp being three times as great as by land, which would enable my pickets to bring me word of the entrance of a boat into the mouth of either river, and give me time to meet her with my sharpshooters on some of the bluffs.

Being on detached service I did not re-Being on detached service I did not require any other leave of absence or paraport than my own. Having captured some Spencer rifles, I made several trips to Richmond to try and get ammunition for them, which I failed to do, and finally exchanged them for Sharp's carbines, During a visit to Richmond I was staying at the house of a friend, and a lady relative of General Lee came and told us that General Lee had telegraphed that the enemy's cavalry were and told us that General Lee had to graphed that the enemy's cavalry were on a raid in his lines. I immediately hurried back to camp, called in my pickets, and sent them in the opposite direction to watch the ferries on the Pamunkey. to watch the ferries on the Pamunkey, and stationed a courier on the road about half way to the upper ferries. The next morning, March 2d, I got information that they were crossing the Pamunkey river at Hanovertown ferry, about six miles below Hanover Courthouse, and twelve miles from Ayletts, on the Mattaponi river. I sent my baggage wagon to a safe place and crossed the Mattaponi at Mantua ferry; had the boat concealed in the marsh, and other boats higher up the river put out of the way. I next hastened to Dunkirk, in the upper part of King and Queen county, where the only boat was left on the river, and sent ahead to have that brought over to the side I to have that brought over to the side I

to have that brought over to the side I was on.

Up to this time nebody in that section had a suspicion that there was an enemy nearer than the Rapidan river. I found two of Captain Magruder's company (Forty-second Battailon Virginia Cavairy) at Mantua, and sent word to him to join me at Dunkirk as soon as he could. Dr. Fleet's soon and William Taliaferro, two lads, the latter a nephew of the Hon. Wm. Boulwarde, formerly United States Minister to Naples, were riding along in King William, and came upon the enemy's column unexpectedly. When ordered to surrender they attempted to escape. Young Taliaferro's horse was killed and he was captured. Fleet was mortally wounded, but managed to keep his seat, and was carried by his horse some distance into the woods. He had his dog with him, and after remaining with him all night this dog met his friends, who and was carried up. In the had his dog with him, and after remaining with him all night this dog met his friends, who were in search of him, and conducted them to the body. While I was waiting for the enemy at Dunkirk they found a flat-boat at Ayletts large enough to carry the men over and swam the horses, the river being narrow at that place. I had only about twenty-five minutes, but I overtook them near Bruington Church and attacked their fear-guard, killing one man. I am pretty certain that this man was killed by Dr. Richard Crouch, a member of my company, Crouch was diswas killed by Dr. Richard Crouch, a mem-ber of my company, Crouch was dis-mounted and standing by my horse when I called his attention to him, as his bul-lets were whistling disagreeably near to me. Although there was a rapid firing, I think the man dropped at the crack of Crouch's gun. One of my company got a fifty-dollar greenback out of his pocket, which afterwards proved to be a two-dollar bill with "fifty" pasted on the

Just at that time I got information which turned out to be false, that the enemy had sent a portion of his command by a road through the woods which came into the one I was on, two or three hundred yards in my rear. This detailed me a short time, and when I overtook him again I saw that he had turned on the river road, where "Butler's Tavern" used to stand. I sent four men to follow him and annoy his rear, hoping by that means to prevent his finding out that I was getting in his front. After turning down the road towards Stevensville, I was again deceived into thinking that a part of the enemy's force had taken that road. After going a short distance I was halled by a citizen about a hundred yards from the road who I understood to say: halled by a citizen about a hundred yards from the road who I understood to say: "They are just ahead of you." I ordered a trot, and directly we heard two reports and a bullet struck just by my horse, splashing the mud on my foot. We charged, and had a very pretty chase for about half a mile, when we ran up to Captain Magruder, who had put his men in ambush on the brow of a hill and sent out pickets, having heard that the enemy had taken that road. He informed me out pickets, having heard that the enemy had taken that road. He informed me that it was with difficulty that he could restrain his men from firing. Captain Magruder put his company, about thirty men, at my command, and I got him to send a courier to Major Waller, who was in command of the baggage, train and men with broken down horses of the Ninth Virginia Cavairy (Colonel Beale had gone with the regiment towards Ashland).

We moved on through Stevensville to the river road, intending to take position at an old mill-dam, but as I had some doubt about reaching that point before the enemy I put the men in position at Mantopike, the intersection of the Ste-vensville and River roads. In the mean-time we had failen in with some citizens and home-guards, who followed on, and continued with us until the enemy came up. It was now dark, and after waiting continued with us until the enemy came up. It was now dark, and after waiting some time for the enemy I sent two of my men to make a reconnoissance, who soon returned, and reported that the my men to make a reconnoissance, who soon returned, and reported that the enemy had gone into camp a mile or so from us. When I put the men in line of battle in the edge of the woods, I ordered them to reserve their fire until the head of the column of the enemy should reach my left, where I had placed my first sergeant, Fleming Meredith, whose fire was to be the signal for the whole line. The enemy advanced about 11:20 o'clock P. M. As the head of his column approached my line Colonel Dahlgren saw some of the men and demanded their surrender. At the same time he attempted to fire his pistol, which snapped. This drew a voiley upon himself, and he fell dead, pierced by five balls. When the volley was fired the enemy fell back in confusion, and left the road, getting into a field, where we did not find them until morning. Captain Fox, Company E, Fifth Virginia Cavairy, being senior officer, had now taken command, and we fell back to a point which commanded a cross-road through Mantepike farm, and waited until daybreak, when Captain Fox ordered me to take my company and find out the position of the enemy. I found them in a field, unsaddled and standing about in groups. We rode into the field, and they surrendered. The men had offered to surrender to an officer who had been captured by them in Louisa county, and was with them at the time. The enemy's officers had left, and fied to the woods, but ware afterwards captured by the home

We captured about 100 men and officers, it come forty negroes. Some of the men ad allver pitchers, gobiets, cups, etc., trapped to their saddles. I sent the sil-

number of horses captured greatly exceeded the number of men, and a good many of them were reclaimed by their owners. Just after we had fallen back William Littlepage, a boy about 12 years old, who had followed on from Stevens-ville, with his teacher, Mr. Hallbach, took from the body of Colonel Dahlgren the book and papers which contained the famous address and orders which excited such indignation among the Confederates. Mr. Hallbach gave me the papers, and through Colonel Beale they reached the War Office at Richmond. Next day I was surprised to get an order from General Fitzhugh Lee to bring the body of Colonel Dahlgren to Richmond "for the purpose of identification." Colonel Dahlgren was buried without a coffin, and by the time a coffin was made he was taken up and put into it, looking as natural as if he had been dead only an hour. I went with the corpse to Richmond, and arrived there on Sunday evening, the 6th, reporting to General Elzey. I have since heard from an authentic source that Colonel I. W. Atkinson, provost marshal, had Colonel Dahlgren buried in Oakwood cemetery. Afterwards the body was taken up and carried to Miss Van Lew's house, where a funeral service was held, and then taken to the country and buried again, and since the war returned to his friends.

The papers and memorandum-book

country and buried again, and since the war returned to his friends.

The papers and memorandum-book found on Colonel Dahlgren's body contained an accurate copy of the last field return of our cavalry made to General Stuart, with the location of every reglment. This last was furnished by the Bureau of Instruction at Washington, The rest were credited to no one. The following is a copy of the papers. The address to the officers and men of the command was written on a sheet of paper having in printed letters on the upper corner, "Headquarters Third Division Cavalry Corps, 1881."

Officers and Men: You have been selected from brigades and regiments as a picked command to attempt a desperate undertaking—an undertaking which, if successful, will write your names on the hearts of your countrymen in letters that can never be erased, and which will cause the prayers of our fellow-soldiers now confined in loathsome prisons to follow you and yours wherever you may go. We hope to release the prisoners from Belle Island first, and, having seen them fairly started, we will cross the James river into Richmond, destroying the bridges after us and exhorting the released prisoners to destroy and burn the hateful city and do not allow the Rebel leader, Davis, and his traitorous crew to escape, The prisoners must render great assistance, as you cannet leave your ranks too far or become too much scattered or you will be lost. Do not allow any personal gain to lead you off, which would only bring you to an ignorihinous death at the hands of clitzens. Keep well together and obey orders strictly and all will be well, but on no account scatter too far, for in union there is strength.

With strict obedience to orders and fearlessness in the execution you will be sure to succeed. We will join the main force to succeed. We will join the main force

lessness in the execution you will be sure to succeed. We will join the main force on the other side of the city, or perhaps meet them inside.

Many of you may fall, but if there is

meet them inside.

Many of you may fall, but if there is any man here not willing to sacrifice his life in such a great and glorious undertaking, or who does not feel capable of meeting the enemy in such a desperate fight as will follow, let him step out, and he may go hence to the arms of his sweetheart, and read of the braves who swept through the city of Richmond. We want no man who cannot feel sure of success in such a holy cause. We will have a desperate fight, but stand up to it, when it does come, and all will be well, ask the blessing of the Almighty, and do not fear the enemy.

U. DAHLGREN, Colonel Commanding.

Colonel Commanding.

The following special orders were writ-ten on a similar sheet of paper, on de-tached slips:

including the boats on the river. Should a ferry-boat be seized and can be worked, have it moved down. Keep the force on the south side posted of any important movement of the enemy, and in case of danger, some of the scouts must awim the river and bring us information. As we approach the city the party must take great care that they do not get ahead of the other party on the south side, and must conceal themselves and watch our movements. We will try and side, and must conceal themselves and watch our movements. We will try and secure the bridge to the city (one mile below Belie Isle), and release the prison-ers at the same time. If we do not succeed they must then dash down, and we will try and carry the bridge from each side.

When necessary the men must be filed through the woods and along the river bank. The bridges once secured and the prisoners loose and over the river the bridges will be secured and the city destroyed. The men must keep together and well in hand, and once in the city it must be destroyed, and Jeff. Davis and Cabinet killed. Pioneers will go along with combustible material. The officer must use his discretion about the time of assisting us. Horses and cattle, which we do not need immediately, must be shot rather than left. As General Custer may do not need immediately, must be shot rather than left. As General Custer may follow me, be careful not to give a false alarm. The signal officer must be pre-pared to communicate at night by rockets, and in other things pertaining to his de-partment. The quartermasters and com-missaries must be on the lookout for their departments, and see that there are no delays on their account.

no delays on their account.

The pioneers must be prepared to construct a bridge or destroy one. They must have plenty of oakum and turpentine for have plenty of oakum and turpentine for burning, which will be rolled in soaked balls and given to the men to burn when we get in the city. Torpedoes will only be used by the pioneers for destroying the main bridges, etc. They must be prepared to destroy railroads. Men will branch off to the right with a few pioneers and destroy the bridges and railroads south of Richmond, and then join us at the city. The line of Falling Creek is probably the best to work along, or, as they approach the city, Goode's creek, so that no reinforcements can come up on any cars. Men will stop at Bellona Arsenal and totally destroy it and anything any cars. Men will stop at Bellona Arse-nal and totally destroy it and anything else but hospitals, then follow on and re-join the command at Richmond with all haste, and if cut off cross the river and rejoin us. As General Custer may follow up, be careful and not give a false alarm.

up, be careful and not give a false alarm.

The following is a copy of paper written in lead-pencil, which was, I suppose, a private memorandum which Colonel Dahlgren made for his own use:
Saturday.—Leave camp at dark (6 P. M.), cross Ely's Ford at 10 P. M. Twenty miles, cross North Anna at 4 A. M., Sunday; feed. Three miles, Frederick's Hall Station, 6 A. M.; destroy artillery, 8 A. M. Twenty miles, near James river, 2 P. M. Sunday; feed and water one and a half hours. Thirty miles to Richmond, march towards Kilpatrick for one hour and then as soon as dark cross the river, reaching Richmond early in the morning (Monday). One squadron remains on north side and one squadron to cut the railroad bridge at Falling creek and Join at Richmond, eighty-three miles, General Kilpatrick, cross at 1 A. M., Sunday, ten miles. Pass river 5 A. M. (resistance). Childsburg, fourteen miles, 8 A. M. Resistance at North Anna, three miles, railroad bridges at South Anna, twenty-six miles, 2 P. M.; destroy bridges, pass the South' Anna, and feed until after dark, then signal each other. After dark move down to Richmond and be in front of city at daybreak.

Return.—In Richmond during the day;

down to Richmond and be in front of city at daybreak.
Return.—In Richmond during the day; feed and water men outside. Be over the Pamunkey at daybreak; feed and water and then cross the Rappahannock at night (Tuesday night), when they must be on the lookout. Spies should be sent on Friday morning early and be ready to cut.

This is a correct copy of the papers found on Colonel Dahlgren's body, de-livered to me and sent to Richmond. JAMES POLLARD, Late Captain Company H, Ninth Virginia

That's What Bothers Him.
(Atlanta Constitution.)
Jones is running for Congress—
Got in the swim right fluick;
But Jones—alasi from the scene wi
For he cannot swim a lick!

### JNO. D. ROCKEFELLER THE MILLIONAIRE'S HOUSE HAUNTED

BY A DETERMINED CRANK ed to Share His Wealth-Dem

sion to Chat With the Family-He Is Under Arrest.

A tall, cadaverous man, with long yellow hair and whiskers, walked briskly through west Fifty-fourth street just at noon on Monday, says the New York Herald, and halted with military abruptness in front of No. 4, the handsome residence of John D. Rockefeller,

The unknown's clothes were of foreign cut, and several sizes too small for his thin figure, his eyes were gray and glittering, while the few inches of face uncovered by the socialistic beard showed an unhealthy pallor.

He studied the front of the house intently for a moment, and then mounting the steps on the run, gave the door-bell a double-handed tug. Christopher Olsen, head butler in the

Rockefeller establishment, heard the bell Rockefeller establishment, heard the bell and responded in person, with dignified leisure, intended as a reproof to the unseemly muscular energy of the caller.

Opening the door slowly, Olsen glared in speechless surprise at the tall apparition of shabbiness and whiskers.

"It was you, was it not," he finally managed to articulate, "who pulled this bell as though it was a fire-alarm, and"—

"That will do, sir. Not another word," interrupted the weird unknown, in a deep voice, with a sharp snap of his long jaws at the finish. "I am here to see Mr. Rockefeller. He lives here, doesn't he?"

"Yes, but"—— replied the startled but-

Rockefeller. He lives here, doesn't he?"
"Yes, but"— replied the startled butler, only to be shut off with:
"No 'buts," if you please. Now, pay
strict attention. The fact has reached me
that Rockefeller has to his credit a matter of something between thirty and forty
millions. I have called for my share, and
I propose to carry it away with me." THE BUTLER TOLD TO PLAY NO TRICKS.

Realizing that he was in the presence of a bona fide "crank," Oslen, although a heavy-weight, lost all inclination to do battle. Life is sweet to Olsen, and as he looked into the whisker-framed face of the formidable unknown he decided upon southing taction.

well, my good man," said he, in a very small voice, "Mr. Rockfeller happens to be out. You really can't see him, you know. Now go away, there's a good fel-

"What!" howled the crank. "Don't play "What!" howled the crank. "For I gay any tricks on me, you stall-fed flunkey. I will see Rockefeller before I go. But stay!" said he, as though a happy thought had struck him. "Rockefeller may be out, but the ladies are in. Conduct me to them. I am something of a ladies' man, although I prefer a substantial millionaire to the filters of the sex."

to the fairest of the sex."

He was now jauntiness personified.
Flicking the dust from a pair of boots that might have done service in Coxey's army, he pulled up his fragment of a collar, squared his shoulders, threw out

his chest, and remarked:
"Come, lead on. Let us not keep the ladies waiting." Protected by the barricade of wood and Protected by the barricade of wood and stout plate glass the terrified butler looked out at the awful presence in the lobby, and yelled: "Go away, or I will call the police."

The crank was not to be easily frightened. "I'll not go," he shouted back.
"Rockefeller must see me. If he cruses then I must chat with the leader. Forty millions is more than any one man made.

millions is more than any one man made. I can use my share, and I want it." THE LADIES FRIGHTENED.

The noise of the altercation had by that time reached the ladies of Mr. Rockefellime reached the hands of Mr. Rockelet-ler's family, and every wholow was promptly tenanted with a female head, stretched to get a glimpse of the runwel-come visitor, who, with the utmost care-lessness, had seated himself on the front

steps.

Butler Olsen was instructed to "go out and chase him away," but for once in his professional life he disobeyed orders. He compromised with duty by ordering the strange visitor to "get out." This he repeated at brief iniervals for an hour or more, while the "crank" either sat in unconcerned comfort on the doormat or stralled up and down in front of mat or strolled up and down in front of

the house.

Occasionally he would dash up the Occasionally he would dash up the stoop, pull the bell, and hurt to the quaking butler within: "I'm waiting for Rockefeller. You can bet I'll see him." Matters went along in this unsatisfactory way until 6 o'clock P. M. arrived, and the nervousness of the beselged ladles graw into positive alarm. Then the worthy butler under pressure of orders and enterties along the property of the property of the property of the pull of butler under pressure of orders and en-treaties reluctantly buckled on the armor of duty and proceeded to show what an amount of self-sacrifice a high-priced servant is capable of on a pinch

THE CRANK LOCKED UP. While the "crank" still guarded the front steps Olsen, trembling, but determined, stealthily gained the street via the basement door and darted away in search of the police.

Policeman Lederman, of the East Fifty-first Street Station, was the first man en-

first-Street Station, was the first man en-countered by the excited butler, and five minutes later the persistent "crank" was

He made no resistance when Policeman He made no resistance when Policeman Lederman grabbed him by the collar and hustled him toward the station. "Gently, gently," said the unknown to the apprehensive policeman; "don't spoil my clothing. I am bent upon seeins! Rockefeller to-night and do not wish to have my toilet disarranged."

He was locked up at the East Fifty-He was locked up at the East Fifty-

He was locked up at the East Fiftyfirst-Street Station, where Butler Olsen
made a charge of disorderly conduct
against him.

Sergeant Staincamp, who was on duty
at the time, personally searched the evidently insane prisoner, whose pockets
contained absolutely nothing.

He describes himself as "Camille Rhinehardt, of Tinton avenue, Morrisania, 25
years old, and a native American." "Camille" will be arraigned to-day in the mille" will be arraigned to-day in the Yorkville Police Court.

Revenge. Revenge.

"Did you give the waiter a tip?" asked one of two young men who had just taken dinner.

"You bet I did," replied the one who was rather loudly dressed. "It was the only way I could get even with him fer the way he treated us."

"What do you mean?"

"I told him to back "Gluefoot" straight, and "Mud Pet" for a place in to-morrow's race. If he gets out of debt in a month, he'll be lucky."

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confidence of all who read his letter:
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left my system in very bad shape. I tried everything I could find and got no relief. In the fall
of the same year I bought a bottle of Hood's
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Made a Decided Change for the better. When I began taking the bottle my weight was 127 pounds, the ligh since manhood. By the time the second b

Hood's sure Cures had been used my weight was 165 pounds. I owe all this to Hood's Sarasparilla and I gindly recommend it to all sufferers." T. M. Food, Justice of the Peace, Sharasburg, Kentucky.

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when he tells you that he has something "as good as" or "the same as" Pearline. There

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Sleepers Richmond, Va., and Chitten Forge. Connects, except Sunday, for Arvonia.

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Sleepers Richmond, Va., bring the Methyling and Pown Arvonia.

Sleepers Richmond, Va., and Chitten Forge. Connects, except Sunday, for Arvonia.

Sleepers Richmond, Va., bring the Methyling and Chiten.

Sleepers Richmond, Va., and Chiten Forge. Connects, except Sunday, for Arvonia.

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Sleepers Richmond, Va., and Chitten Forge. Connects, except Sunday for Arvonia.

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51 | 5:20 P.M. 8:35 P.M. P.M. Norfolk train.

52 | 7:25 P.M. 8:38 P.M. Fast express.

7 | 11:55 P.M. 12:40 A.M. Accommodation TRAINS NORTHWARD.

TRAINS NORTHWARD.

Leave. Arrive.

No. Petersburg. Richmond.
14 \*2:43 A.M. 3:40 A.M. Fast mail.
22 \*7:20 A.M. 8:23 A.M. Accommodation
31 \*10:65 A.M. 10:50 A.M. Norfolk train.
134 \*11:97 A.M. 11:45 A.M. Atlanta special.
38 \*6:46 P.M. 7:50 P.M. N. & W. con Un.
78 \*5:53 P.M. 6:50 P.M. Through train.
46 \*6:29 P.M. 7:00 P.M. Norfolk special.

Daily. STOPPING PLACES.

STOPPING PLACES.

Nos. 14, 45, 46, and 35 make no stops.
No. 463 stops on signal at Drewry's, Chester, Reams, Stony Creek, Jarrats, and Belfield. No. 134 stops on signal at Jarrats, and Belfield. Nos. 23, 24, 23, 43, and 37 stop on signal at Manchester, Drewry's, Ar. Chester Centralla, and Chester. Nos. 32, 51, and 37 will stop on signal at all stations.
Pullman Palace Buffet Sleeping-Car on all through trains. On Trains Nos. 37 and 32 Sleeping-Cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

all through trains. On Trains Nos. 37 and 32 Siesping-Cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leaving Richmond at 9:00 P. M. daily and arriving at Weldon at 11:22 P. M., and at Atlanta at 4:00 P. M. via S. A.

L. Through siespers—Richmond to Atlanta.

THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Richmond \*9:00 A.M., Norfolk ... 11:25 A.M., Richmond \*5:20 P. M., Norfolk ... 11:25 A.M., Norfolk. ... \*2.45 P.M., Norfolk. ... \*2.45 P.M., Norfolk. ... \*2.50 A.M., Richmond ... 7:00 P.M. and Norfolk at 4 P. M. are solid trains between these two points, and passengers go through without change of cars.

Trains leaving Richmond at 9 A. M. and Norfolk at 4 P. M. are solid trains between these two points, and passengers go through without change of cars.

Trains leaving Richmond at 9 A. M. and 11:25 P. M., and arriving at Richmond at 8:23 A. M., 7:30 P. M., make close connection at Petersburg to and from Farm-ville, Lynchburg, and west.

E. T. D. MYERS, General Sup't.

T. M. EMERSON, Trafile Manager, ap 21

CHENADEAKE

CHESAPEAKE MOUTE OHIO RAILWAY

EFFECTIVE JANUARY 14, 1894, TRAINS LEAVE RICHMOND, BROAD-STREET STATION. 8:40 A. M. Daily, with Pollman for Nor-folk, Portsmouth, Old Point, Newport News, and local sta-tions.

3:90 P. M. Daily, with Parlor-Car for local stations, Newport News, Old Point, Norfolk, and Ports-Old Point, Norfolk, and Portsmouth.

7:45 A. M. Local train, except Sunday, for Clifton Porge. Connects at Gordensville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:00 P. M. The Chrismati and St. Louis Limited, daily, with Parlor-Car to Gordonsville and Pullman Sleepers Gordonsville to Cincinnati and St. Louis, Stops only at important stations.

5:30 P. M. Local train, except Sunday, Accommodation for Charlottesville.

Accommodation for Charlottesville.

10:00 P. M. Daily, for Cincinnati, with
F. F. V. Pullman to Hinton, and Gordonsville to Cincinnati and
Loutsville. Dining-Car Washington to Cincinnati, Connects
at Covington, Va., for Virginia Hot Springs.

6:50 P. M. Daily, from Norfolk and Old Point. 7:45 P. M. Except Sunday, from Clifton

TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A. M. Except Sunday, from Colum-6:00 P. M. Daily, from Lynchburg and Clifton Forge.

SCHEDULE IN EFFECT NOV. 19, 1894, LEAVE RICHMOND, BYRD-STREET STATION. 2:00 A. M. Daily—Richmond and Norfolk
VESTIBULE LIMITED—Arrive Norfolk II:25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk. Second-class
tickets not accepted for passsage on this train.
9:00 A. M. Daily, "THE CHICAGO EXPRESS," for Lynchburg, Roanoke, Bluefield, Pocahontas,
Kenova, Columbus, and Chicago, Pullman Buffet Sleeper
Roanoke to Columbus without
change; also, for Radford,
Bristol, Knoxville, Chattanooga, and intermediate points.
Pullman Sleeper Radford to
Chattanooga.

ga. and intermediate points.
Pullman Sleeper Radford to
Chattanooga.

5:29 P. M. Daily, for Norfolk, Suffolk,
and intermediate stations, Arrive Norfolk \$5:9 P. M.
11:50 P. M. Daily, for Roanoke, Radford,
Pulaski, and Bristol. Connects at Roanoke 7:10 A. M.
with Washington and Chattanooga. Limited. Pullman
Sleepers Roanoke to Memphis
and New Orleans. Dining-ear
attached. Also, for Bluefield,
and Pocahontas; also, for
Rocky Mount and all stations
Winston-Salem Division.
PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG
ready for occupancy at 9 P. M.; also,
Pullman Sleeper Petersburg to Roanoke.
Trains arrive Richmond from Lynchburg and the West daily \$5:9 A. M. and
7:99 P. M. From Norfolk and the East,
10:59 A. M., and Vestibuled Limited 7:99
P. M.
R. W. COURTNEY.

P. M. R. W. COURTNEY,
District Passenger Agent,
W. B. BEVILL,
General Passenger Agent,
General office, Rounoke, Va. ap 24

RICHMOND, FREDERICKSBURG

dond, FREDERICKSBURG
D POTOMAC RAILROAD, is commencing s'ANUARY 28, 1934, standard time:

M. Leaves Byrd-Street Station daily (except Sanday), Stops at Elba and local stations, Arrives at Washington at 1939
P. M.; Baltimore, 1:17 P. M.; Philadelphia, 3:37 P. M.; New York, 6:23 P. M. Buffet Parlor, Broken, and the particles and local stations, and the stations of the particles and local stations, Arrives at Byrd-Street Station daily, Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brocke, and the particles and P. M.; Philadelphia, 7:39 P. M.; New York, 19:38 P. M. Also, connects at Washington with the Congressional limited all Pullman parlor-cars and Pennsylvania railroad dining car), leaving at 4 P. M. daily, arriving at Ealtimore, 4:54 P. M.; Also, and New York, 9:08 P. M. Leaves Byrd-Street Station daily, Steeping-cars Richmond to New York and Washington to Philadelphia, Stops at other stations on Sundays, Arrives at Byrd-Street Station daily, Steeping-cars Richmond to New York and Washington to Philadelphia, Stops at other stations on Sundays, Arrives at Byrd-Street Station daily, Steeping-cars Richmond and Petersburg Richmond to New York, 19:08 P. M. Philadelphia, 3:55 A. M.; New York, 6:53 A. M.; Miford, Doswell, Ashland, and Elba, Stops at other stations on Sundays, Leaves Washington at 4:30 A. M.; Milling Richmond and Petersburg Richmond on DAYS. ULESDAYS, Medical Properticipation and Ashland, and Elba, Stops at other stations on Sundays, Leaves Washington at 4:30 A. M.; Milling Richmond and Petersburg Richmond on DAYS. ULESDAYS, and SATCHDAYS (Chesapeake and Ohio railway (villege Properticipation) and Petersburg Richmond on DAYS. ULESDAYS, and SATCHDAYS (Chesapeake and Ohio railway (villege Properticipation) and Ashland, and Elba, Stops at Other stations on Sundays, Stops at Other stations on Sundays, Stops at Other stat

daily, except Sunday. Stops at Widswater, Brooke, Frede-ricksburg, Milford, Doswell, Ashland, and Elba, Leaves Washington 10:57 A. M. Buf-fet Parior-Car from Washing-

ton.

I. Arrives at Byrd-Street Station daily. Stops at Fredericksburg, Milford, and Doswell. Pullman-cars from New York and Washington. Leaves Washington at 3:45 P. M. Does not stop at Elba.

Arrives at Byrd-Street Station daily. Leaves Washington at 4:52 P. M. Stops at Elba and local stations. Pullman-Car from Washington. ALL DESCRIPTIONS OF PROPERTY IN COUNTRY AND TOWN, PRIVATE OR PUBLIC, INSURED AT FAIR RATES, ON ACCOMMODATING TERMS. Agencies in Every Town and County, W. E. PALMER, President.
W. E. McClerthy, Secretary.
S. McG. FISHER, Ass't Sec'n

A 52 P. M. Stops at Elba and local stations. Pullman-Car from Washington.

FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY.

4:00 P. M. Leaves Byrd-Street Station. Arrives at Fredericksburg at 6:23 P. M.

8:23 A. M. Arrives at Byrd-Street Station. Leaves Fredericksburg at 5:50 A. M.

DAILY EXCEPT SUNDAY.

ASHLAND TRAINS.

6:83 A. M. Leaves Elba. Arrives at Ashland at 7:23 A. M.

6:20 P. M. Leaves Elba. Arrives at Ashland at 5:35 P. M.

6:20 P. M. Leaves Elba. Arrives at Ashland at 5:35 P. M.

6:24 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:25 A. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:26 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:27 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:28 A. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:29 P. M. Leaves Elba. Leaves Ashland at 5:35 P. M.

6:20 P. M. Leaves Elba. Leaves Ashland at 5:35 P. M.

6:20 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:29 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

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6:20 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:21 P. M.

6:22 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:23 A. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

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6:20 P. M. Leaves Elba. Leaves Ashland at 5:35 P. M.

6:21 P. M. Arrives at Elba. Leaves Ashland at 5:35 P. M.

6:29 P. M. Leaves Elba. Leaves Ashland at

SEABOARD AIR-LINE. SCHEDULE IN EFFECT SUNDAY, JANUARY 28, 1891.



SAMUEL SPENCER, F. W. 19 10 KOPER, AND REUBEN FOSTER RECEIVERS.

RICHMOND & DANVILLE and NORTH CARD-LINA DIVISIONS CONDENSED SCHEDULE.

TRAINS LEAVE RICHMOND, VA.,

From Atlanta and Augusta,

THE FAVORITE ROUTE NORTH. LEAVE RICHMOND,

New York, &c.
TRAIN No. 10, 2:10 P. M.
LOCAL EXPRESS, daily except Sonday. Stops at all stations. At Lester Manor connects with stage for Walkerton, also, at West Point with York-river steamers for Entimore.
Steamers feave Entimore at 5 P. M. daily except Sunday.
Trains from West Point arrive at Richmond at 2:05 A. M., 19:49 A. M., and 2:22 P. M., daily except Sunday.
TRAIN No. 44, 7:15 A. M.
LOCAL MIXED, daily except Sunday and intermediate points.
Ticket-office at Station, foot of Virginia street. Open 8 A. M. to 5 P. M. and from 9 P. M. to 12:50 A. M.
City ticket-office—901 cast Main street.
Sol. HAAS.
Traffic Manager. General Pass Agt.
W. H. GREEN, General Pass Agt.
W. H. GREEN, General Manager
J. S. B. ThoMPSON. Superintendent JOHN M. BEALL, Travelling Passes ger Agent, 50 cast Main street. 10:36
TOTAL COLUMN STREET STEAMERS.

DEPARTURE OF STEAMERS. OLD DOMINION

STEAMSHIP COMPANY

ARRIVE RICHMOND.

No. 134, "Atlanta Special" Vestibul
Limited Train, 11:45 A. M., daily.
No. 78-Main and express—6.20 P. daily, except Sunday
For tickets, Fullman reservations, of apply at ticket-toffice, Byrd-Street
tion; Richmond Transfer Company's east Main street, and company's of
836 east Main street, and company's of
836 east Main street, I., T. MYERS
General Manager, General Sup
T. J. ANDERSON
General Passenger Ages

IN EFFECT APRIL 1, 1801, 12:50 A. M., SOUTHERN EXPR

Division Passenger Agent.

7:15 A. M.
1:25 P. M. From Atlanta and August 8:15 A. M. From Amelia Courthouse.
4:25 P. M. (Arriving at Manchester.) TRAINS ARRIVE AT RICHMOND:

YORK-RIVER LINE, VIA WEST POINT, TRAIN No. 16, 4:45 P. M.
BALTIMORE LIMITED, daily excessionary, for West Point, connecting wyork-river sicamers for Editions which point connections are made a rail lines for Washington, Philadelphia ork, &c. TRAIN No. 10, 2:10 P. M.

TRI-WEESLY LINE FOR NEW YORK. Steamers leave Richmon EVERY TUESDAY, WEDNE

Appointed sailing days; Every TUESDAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.
Freight for 'fuesday's and Friday's steamers received till sailing hour, for Sunday's steamer till 5 P. M. Saturday.
Freight received daily until 5 P. M. Fare, 55.00.
For further information apply to J. W. McCarrick.
General Southern Agent; office Rocketts.
W. P. CLYDE & CO., ap 24 General Agents, Philadeiphia.